



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Terry Finn

Timothy Hillis

David Mendoza

Mike Sheehan

Rob Smith

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: December 17, 2013 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Geri Poor (for Bari Bookout, Port of Seattle), Terry Finn, Tim Hillis, Mike Sheehan

Guests Present: Dan Burke (Port of Seattle), Frank Rose (Sysco), Thomas Noyes (WSDOT)

City Staff Present: Mike Johnson, Steve Pearce, Ron Borowski, Kit Loo, Chris Eaves, Kristen Simpson, Ruth Harper (all SDOT)

1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

2. Waterfront Surface Street Design

Mike Johnson and Steve Pearce of SDOT led this discussion. The Waterfront Surface Street Design reached 30% completion in October—it was based on the vision of what was adopted by Council in 2012. At the 30% stage of design, channelization plans are not performed and we would expect this level of detail at 60% design. The waterfront project is comprised of many individual projects and various stages of completion. Today, we are discussing the main corridor (roadway and promenade) is what is currently at 30%.

The street must accommodate many functions and priorities. Columbia will become a new transit connection from Alaskan Way to the 3rd Avenue Transit Spine. Columbia will become two-way for transit allowing this connection to 3rd Avenue; however general traffic will only be allowed westbound on Columbia. Only right turns will be allowed from Yesler at Alaskan Way. Vehicles wanting to travel southbound on Alaskan Way will take Madison, Columbia, Jackson and King to go south. Seneca and Union are not yet in review. Union will have improved pedestrian connections.

The maximum grade at this point is 6.75% up to Pine St. It will not go higher than 7%. Turning movements from Alaskan Way/Elliott Way to and from Pine Street were based on a WB67 truck wheel base. The Elliott Way bridge crosses over the BSNF railroad tracks providing the required 23' clearance. Design of Alaskan Way/Elliott Way accommodates over-dimensional vehicles which have a 20' high by 20' wide box design. North of the project on Elliott Avenue there is a 16' pedestrian overpass which only provides 16 feet of clearance (Real Networks) that limits the 20' high vehicle movements, for that reason, over dimensional height loads will continue to use Broad St/Alaskan Way traveling southbound. The Lenora intersection accommodates an at-grade pedestrian crossing and the street profile is at a 2% grade to meet ADA requirements. The waterfront design team will be back when they are closer to a 60% design.

Other points made:

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Web: www.seattle.gov/sfab/

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- The project anticipates replacement of the Lenora St bridge.
- The crossover at Elliott and Western will always have pedestrians and bicyclists which need to be accommodated.
- Details regarding intersections and parking will be worked out in the next phase of design.
- One lane in each direction on Elliott (Union to Battery) has been modelled to be sure to accommodate WB67 wheelbase trucks.
- The waterfront roadway is still designated as a Major Truck Street and will be in the future.
- Curb parking areas will be 8-10' wide, sufficient for trucks.
- Details for intersection corner radius design details have to be determined in the future.

Comments from the Board included:

- Concerned about large trucks getting stuck on a too-steep grade.
- What about hazardous materials traveling under a structure? A: The length is less than 800', which is the maximum allowed covered length for hazardous cargoes. We have not talked to the Fire Department but it appears that hydrants will always be within sufficient distance if needed.
- The standard design vehicle should be larger. A truck with a WB67 would be more appropriate. Mike Johnson was going to verify this information and has subsequently confirmed WB67 design.
- How quickly can we build a bridge to get traffic to Western and Elliott? A: Construction of the bridge would start in mid-2016 and may take 12 to 18 months. SDOT is still developing schedules for this.
- What speed was modelled? A: 28mph—a moving speed. The speed limit is 30 mph. Currently, based on modeling vehicles were only stopping twice.
- Can a 20' envelope maintained if a streetcar is constructed on Alaskan Way? A: We ultimately anticipate that a streetcar will be on 1st Ave. That said, there are streetcars which run without wires; they could be rubber tire or historic. No street car decisions will be made until the spring of 2014.

The full presentation can be found at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

3. Public Comment

There was no public comment.

4. Approval of minutes

The November 2013 minutes were adopted, with changes.

5. Chair's Report and Announcements

Warren Aakervik announced that Cameron Williams has resigned, as he will be in San Francisco much of next year. Dan McKisson has applied to fill his spot.

6. Discussion of whom to recommend to the City Council to fill vacant SFAB positions

Councilmember Tom Rasmussen specifically asked Warren Aakervik if he has recommendations for Freight Board vacancies. Warren suggested sending a letter to the Transportation Committee recommending both Dan McKisson and Frank Rose to the two spots that are open to Council appointees.

7. November 19 Freight Access Project Workshop Results

Ron Borowski of SDOT presented the results of the Nov. 19 workshop. Ron reviewed the same November handout on suggested problem categories and the brainstorming session guidelines about the workshop (see <http://www.seattle.gov/sfab/meetingpresentations.htm>.)

There were over 100 items/comments received. Ron provided some example highlights of the November input and noted that the information is being loaded into a matrix for further analysis. This will help with identifying geographic problem areas. Developing themes are: reliability, safety, delivery and street design standards.

Comments from the Board included:

- Way finding was missing during the workshop. This is important for trucks; they need signs giving up-to-date information.
- A free right turn is often easier to make than a signalized right turn, even though that is not intuitive.
- If there is no sidewalk and pedestrians are in the street, bikes will just go around, and then cars go around. Pedestrians don't know where to go. Better guidance is needed for pedestrians.
- Regarding bridge openings, can we schedule certain restricted times for ships to reduce street traffic impact?
- Any needed major truck street updates? A: The map is 10 years old, but there has been a list of changes developed since then that can be acted upon in the future Freight Master Plan or in a Seattle Comprehensive Plan update.
- Concern was voiced that there may not be enough major truck streets available to take care of future freight needs. Productivity and performance will be affected.
- Request was made for SDOT to provide the Board with a comparison of the respective planned mileages of major truck streets and bicycle facilities.
- Design standards should be developed for major truck streets to maintain their function; these standards should be applied in planning and design of arterial streets, including during the complete streets evaluation process. Trucks should have higher priority.
- Warren noted that he testified at the Council hearing for the Bicycle Master Plan and asked Council to defer adoption until after the preparation of the Freight Master Plan, so that there are enough major truck streets to accommodate the needs of freight.

Ron indicated that performance measures will be discussed at the January 2014 meeting, and Board member recommendations on industry measures will be solicited. Potential categories will include safety, traffic movement, trip reliability and operational standards.

8. 15th Ave W Interchange Project

Kit Loo of SDOT presented this project. This is just south of the Ballard Bridge. A federal grant was received. The initial project scope is to resurface the bridge deck; during a recent inspection it was noted that the north exterior girder was damaged due to a high load hit. That girder will be replaced as part of this project.

There was a question about what clearance exists for the bridge. After the meeting, Kit Loo confirmed that the current vertical clearance under the bridge is 15'11". All the geometry will remain the same after this project.

The project is anticipated to start in August 2014. It will either be staged or will be accomplished with a full closure. Traffic will continue to flow on 15th; it's just the overpass over 15th that will be closed. Intermittent closures along 15th Ave W may be required in order to complete demolition of the girder. A full closure of 15th Ave W, which is anticipated to be at night time only and more than likely during a weekend, will be required in order for the Contractor to remove the damage girder and to put a new one in place.

Warren suggested that the project be completed between mid-June and mid-August, as all of the Fisherman's Terminal boats are out at that time. He also suggested that SDOT shave back the island encountered when heading south on 15th and making a left on Emerson. Trucks often go over this island. Kit noted that there could be a possibility to gain a bit more vertical clearance for trucks when new girders are installed, but will not know until the design has been completed. There will also be more public outreach on this project.

Comments from the Board included:

- SDOT needs to have better graphics on the geographic extent of the detour routes.
- Advance notification of traffic detours should be provided during construction of the bridge improvements at Elliott Way and 15th Ave W.
- Length of construction time traffic disruption is insufficient. The Board wants more information on the length of time traffic is impacted with each construction option so as to provide informed feedback in the future.
- Can trucks use the exclusive bus lanes during the construction period to mitigate the truck delay?
- What is the project design vehicle? What are the anticipated truck volumes and sizes?

The presentation can be found at: <http://www.seattle.gov/sfab/meetingpresentations.htm>.

Other announcement:

Ron Borowski said that both SDOT and the Port had submitted comments on the draft State Rail Plan that the Board had been briefed about at an earlier meeting in 2013. Warren Aakervik reminded the Board that they had also submitted comments to WSDOT.

9. Adjournment

The meeting adjourned at 11:10 am.